Innovative methods of birth control

1721. SHRI RAM AWADHESH SINGH; Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether Government are a\yare of the successful innovative methods of birth control employed in Thailand;

(b) whether application of any such innpvation is possible in the country; and

(c) if not, what are the reasons there for?

THE MINISTER OF STATE. IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) The common methods used in Thailand for Family Planning are Condoms. Oral Pills, IUDs,, and Depo -Provera (Injectable Contra-ceptives), Sterilisation & Vaginal Rings. Implants (Norplant) and Injectable (Nor-thisterone enanthate) are currently being tested in that country for use. We are not aware of any other innovative methods of birth control being employed in Thailand.

In the Indian Programme, alongwitb Sterilisation, spacing methods like IUDs, Oral Pills and Condoms are available. Other potential leads which are currently being clinically tested are subdermal implants (Norplants) and injectables (Nor-thisterone enanthate).

Death of the new born baby due *to* the negligence of the doctors

1722. SHRI RAM NARESH KUSHA-WAHA- Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state;

(a) whether Government's attention las been drawn to the news item appear-ng in the 'Hindustan Times' of the 8th anuary, 1987 regarding the death of a' lewly born baby due to the negligence f the 'doctors and also of the hospital uthorities; and

(b) if so, what are the details thereof and whether Government have made any inquiry into the incident, if so, what is the outcome thereof stating the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE); (a) Yes, Sir.

(b) The report received from Delhi Administration reveals that the baby developed Cyanosis after 8 hours of birth. The clinical diagnosis was 'Transient Techypndea of the new" born leading to respiratory failure".

Re-employment of retired engineers in Vayudoot

1723. SHRI M. KADHARSHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the numbers of retired engineers re-employed by Vayudoot during the last three years;

(b) the number of them who retired from Air India and Indian Airlines and re-employed by Vayudoot during the same period;

(c) the number of them who were sent abroad, the amount spent on their training and the name of the countries where they were sent;

(d) whether these engineers who retired were not trained;

(e) if so, what are the reasons for re-employing them;

(f) when the policy of re-employment is likely to be abolished in Vayudoot; and

(g) the number of other officials in Va yudoot who are workng after their sup erannuation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and
(b) Since the year 1984-85 til! date Vayudoot has employed 44 engineers all of whom had retired from IA.

(c) Eight retired engineers were sent to Munich, West (Germany, One of these eight engineers was sent to United States as well for Intermediate Mainte-, nance Course on Garrett. The training was at the manufacturers cost. The amount spent by-Vayudoot on the travel-Ming and living expenses was Rs. 2 lacs approximately.

(d) and (e) These engineers held valid ' licences and experience for certification on other types of air: raft Since Dornier-228 was being imported and operated for the first time, the engineers were required to be trained for obtaining type endorsement of their licences for this aircraft

(f) Re-employment is resorted to as a stopgap arrangement and only where absolutely unavoidable. As and when Va-yudoot builds up its own cadre of engineers, the retired engineers will not be re-emplbyed.

(g) The number of superannuated staff engaged by Vayudoot for irgular Jobs is 6.

Loss of coal in Railway transit

1724. SHRI RAJNI RANJAN SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 7m. tonnes of coal is lost in rail transit every year;

(b) if so, the reasons therefor; and •

(c) the steps taken to check this loss?

THE MINISTER OF STATE Of THE MINISTRY i OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) The actual loss of coal in transit cannot be correctly ascertained. However, the number of claims paid and the amount of compensation paid by the Railways on account of shortage and pilferage of coal during the last two years was as under: —

Year	No. of claims paid	Amount paid as compen-sation
1984-85 . .	759	62 35
1985--86 . .	823	59·47

(c) some of the steps taken by the Railways to prevent pilferage of coal during rail transit include: —

(i)' Wherever possible Railway Pro tection Force personnel are deployed to eseort block-loads of coal wagons in crime prone sections and for patrolling of vulnerable yards.

(ii) Fixed pickets are posted in vulnerable sections and at black spots to prevent thefts of coal from running trains.

(iii) Crime intelligence staffs are deployed to collect crime intelligence about the activities of coal thieves and receivers, and conduct raids on them for the recovery of stolen coal and arrest of criminals/receivers.

Four wheeler vehicles in Delhi

1725. SHRIMATI RATAN KUMARI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the number of 4 wheeler vehicles in Delhi had incjrsased enormously, during the last two years;

(b) the number of such vehicles in Delhi as compared with other metro politan cities of the country at present and

(c) the reasons for such a sudden it crease of soch vehicles In Delhi?